



FEASIBILITY STUDY

Monroe, New Connector
From East Avenue to Sutherland Avenue
Union County, U-2548

Prepared by
Planning and Research Branch
Division of Highways
N. C. Department of Transportation


Richard B. Davis, P. E.
Project Planning Engineer


R. G. Dawson, Jr., P. E.
Head of Feasibility & Special
Studies Unit

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Date for 
L. J. Ward, P. E., Manager
Planning and Environmental Branch

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I. GENERAL DESCRIPTION

This report covers a preliminary study of the proposed connector between East Avenue and Sutherland Avenue in Monroe. The project is approximately 0.6 mile in length (see Figure 1). It is included in the 1990-1996 Transportation Improvement Program for feasibility study and/or right-of-way protection. It is not currently funded for design, right-of-way acquisition, or construction.

II. PURPOSE OF PROJECT

Route Characteristics

The proposed connector will provide a major east-west route through northeastern Monroe, relieving the heavily travelled US 74-601. In combination with other streets, the connector will also function as part of an inner loop facility serving the city. The connector is the final link needed to complete the loop. It is classified a major thoroughfare on the Monroe Thoroughfare Plan which was adopted in September, 1989.

Sections of the connector on both ends of the project have already been constructed. The portion of the connector between Bearskin Creek and the intersection of Morgan Mill Road with Sutherland Avenue has been built, along with a short section (approximately 400 feet long) on the western end of the project.

Traffic Volumes and Capacity

The projected traffic volume on the proposed connector is 4,000 vehicles per day in 2010. With two lanes, the connector should operate at Level of Service C or better throughout the planning period.

Need for Project

The proposed connector is needed to complete the City of Monroe's inner loop facility. The construction of the connector is needed to provide relief for the growing problem of congestion on the existing routes, and US 74-601 in particular.

III. RECOMMENDATIONS AND COSTS

It is recommended a connector be built linking East Avenue and Sutherland Avenue in Monroe. The proposed improvement should be a two-lane roadway with sufficient right-of-way to accommodate a multi-lane facility in the future. The recommended cross section initially is a 24-foot paved roadway with 2-foot paved shoulders and total usable

10-foot shoulders. A 100-foot right-of-way is anticipated for the proposed roadway. It is anticipated traffic signals will be needed at both project terminals (Stafford Street and Morgan Mill Road).

The estimated construction cost of the project is \$1,150,000 including engineering and contingencies. The City of Monroe has agreed to provide the necessary right-of-way (see attached letter).

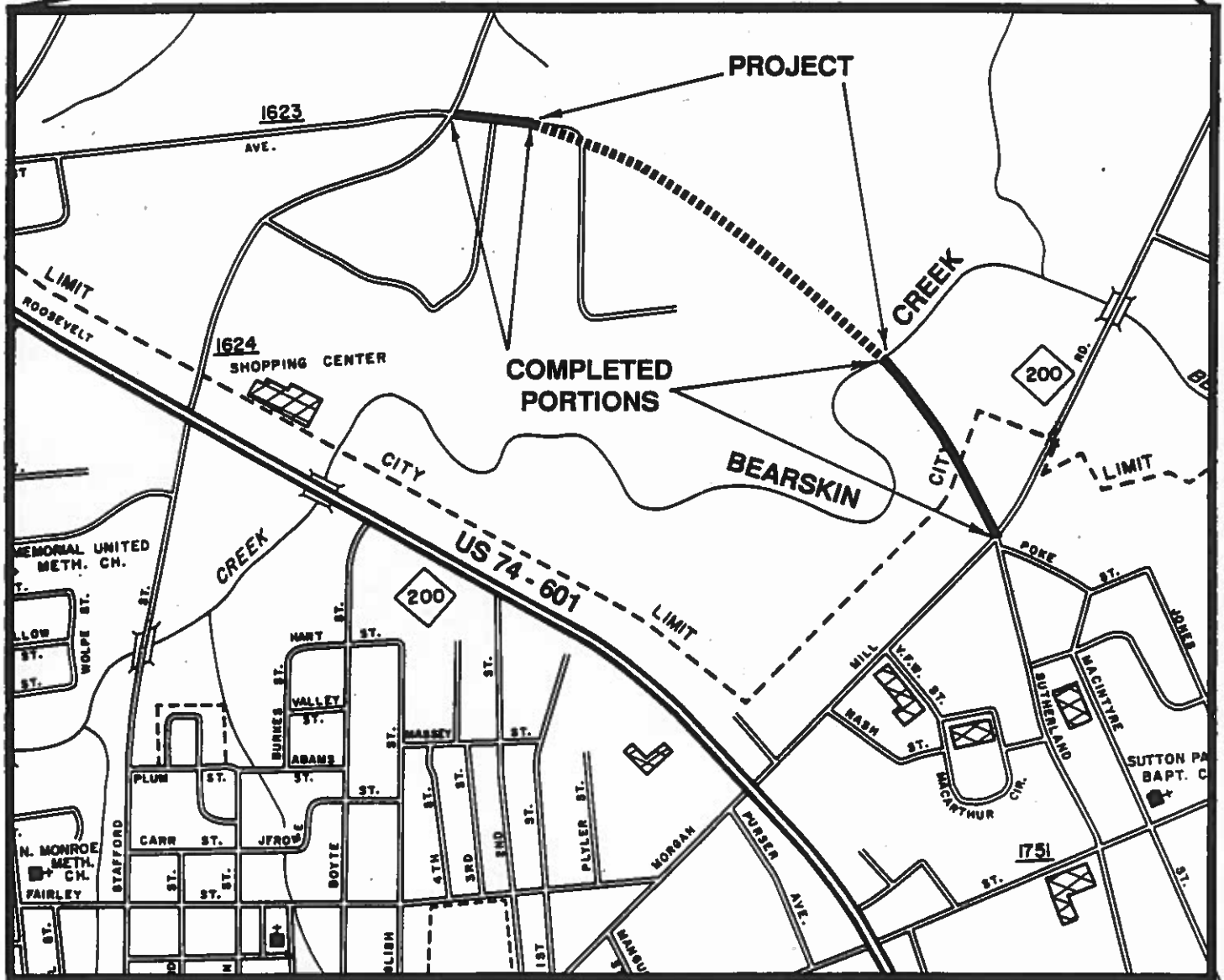
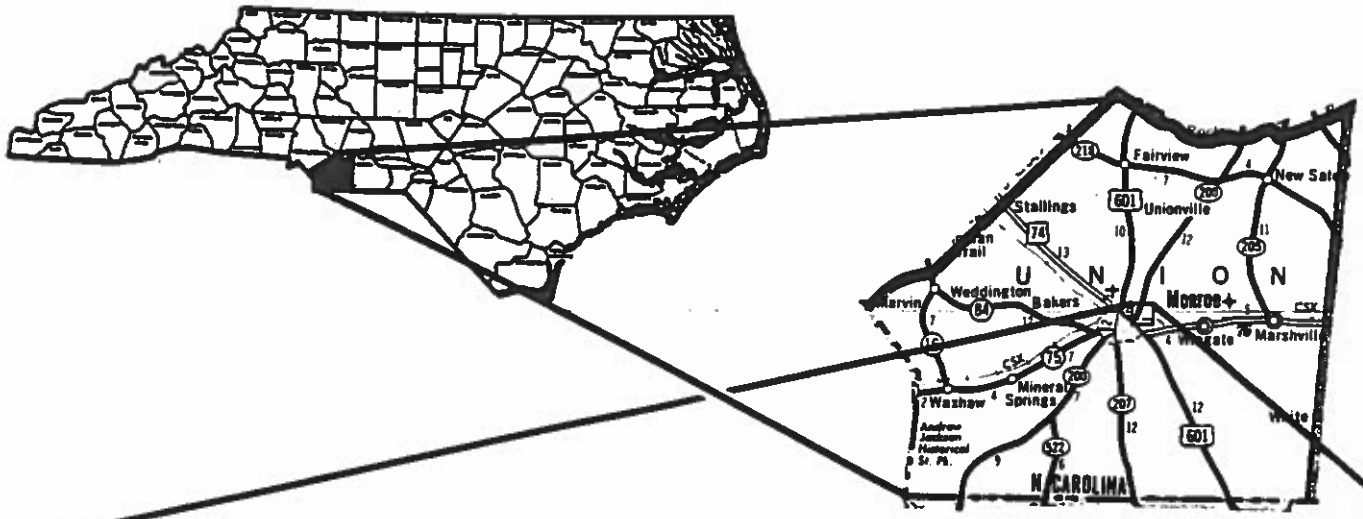
IV. ENVIRONMENTAL EFFECTS

The implementation of the proposed project is not expected to result in any significant impact on the environment. The project will not require the relocation of any residences or businesses. The project will result in increased noise levels for development near the proposed roadway. Limited wetland involvement can be expected at the crossing of Bearskin Creek. Other impacts will be primarily related to the actual construction of the proposed roadway. These include minor erosion and siltation and increased noise levels from construction machinery.

V. FUTURE ACTIVITIES

If the project is to be implemented at a future date, all feasible alternatives and their associated impacts will need to be evaluated in a planning/environmental document prior to that time, and a decision made as to the most appropriate improvement.

RBD/plr



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND RESEARCH BRANCH

MONROE
NEW CONNECTOR
EAST AVENUE TO SUTHERLAND AVENUE
UNION COUNTY, U2548

FIG. 1